

Section 217 of Title 23 of the United States Code encourages the development and improvement of pedestrian walkways and bicycle transportation.

Section 217 (I) of Title 23 provides that no bicycle project may be carried out under this section unless it is determined that such project will be principally for transportation, rather than recreation, purposes.

Section 217 (g) of Title 23 provides, in general, that bicyclists and pedestrians shall be given due consideration in the comprehensive Transportation plans developed by each metropolitan planning organization and state. It further provides that bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities, except where bicycle and pedestrian use are not permitted.

Section 217 refers to the Design Guidance called for in Section 1202 of Public Law 105–178 (TEA 21) which identified issues that are to be addressed as follows:

- Level and nature of the demand.
- Volume and speed of motor vehicle traffic.
- Safety
- Terrain
- Cost
- Sight distance

III-07.01 Pedestrian Facilities (Sidewalks)

- The need for sidewalks shall be considered on new or reconstructed projects.
- The sidewalks should accommodate persons with disabilities. See Americans With Disabilities Act (ADA)
- When constructing a bridge, sidewalks shall be considered.
- If a sidewalk is placed on the bridge, a canopy over the sidewalk should be considered.
- Separated crossings should be considered where the pedestrian volume, traffic volume and intersection capacity favor their use. The Planning and Programming Division will normally recommend it if warranted.
- For design details for sidewalks refer to Standard Drawing D–750–2.
- If the city already uses reinforcing steel in their sidewalks it may be installed as a project cost.

- Where a highway abuts or enters a town curb ramps should be installed or the existing ramps upgraded through the business district (reconstruction or RRR).
- Where the highway is on the Urban Regional System, the City should include curb ramps at all intersections where sidewalk is present and update existing curb ramps to current ADA requirements.

III-07.02 Bicycle Facilities

- The need for bicycle transportation facilities shall be considered on new or reconstructed projects.
- Bicycle facilities could be stand alone projects.
- When considering a bike facility, it should be consistent with the respective city's bike plan, if they have one.
- The bike lane could be located on the roadway, in which case special pavement markings are necessary.
- The bike lane could be a separate lane located away from the roadway.
- This lane could be a shared path, which would allow bicyclers, pedestrians, wheelchair users, in-line and roller skaters, etc. to use the facility.
- For design details, refer to AASHTO'S A Guide for The Development of Bicycle Facilities.
- If the city already uses reinforcing steel in their bikeways it may be installed as a project cost.